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YUKON

LAND OF THE KLONDIKE

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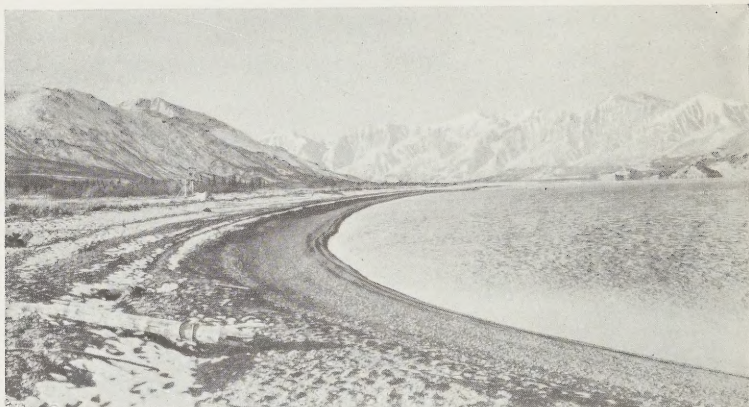
YUKON *Land of the Klondike*

BY

F. H. KITTO, F.R.G.S.

Formerly Director of Yukon Surveys, Dawson, Yukon Territory.

(SECOND EDITION)



"It's the stillness that fills me with peace"

The Spell of the Yukon

It's the great, big, broad land 'way up yonder,
It's the forests where silence has lease;
It's the beauty that thrills me with wonder,
It's the stillness that fills me with peace.

From "Songs of a Sourdough"

—Robert W. Service.

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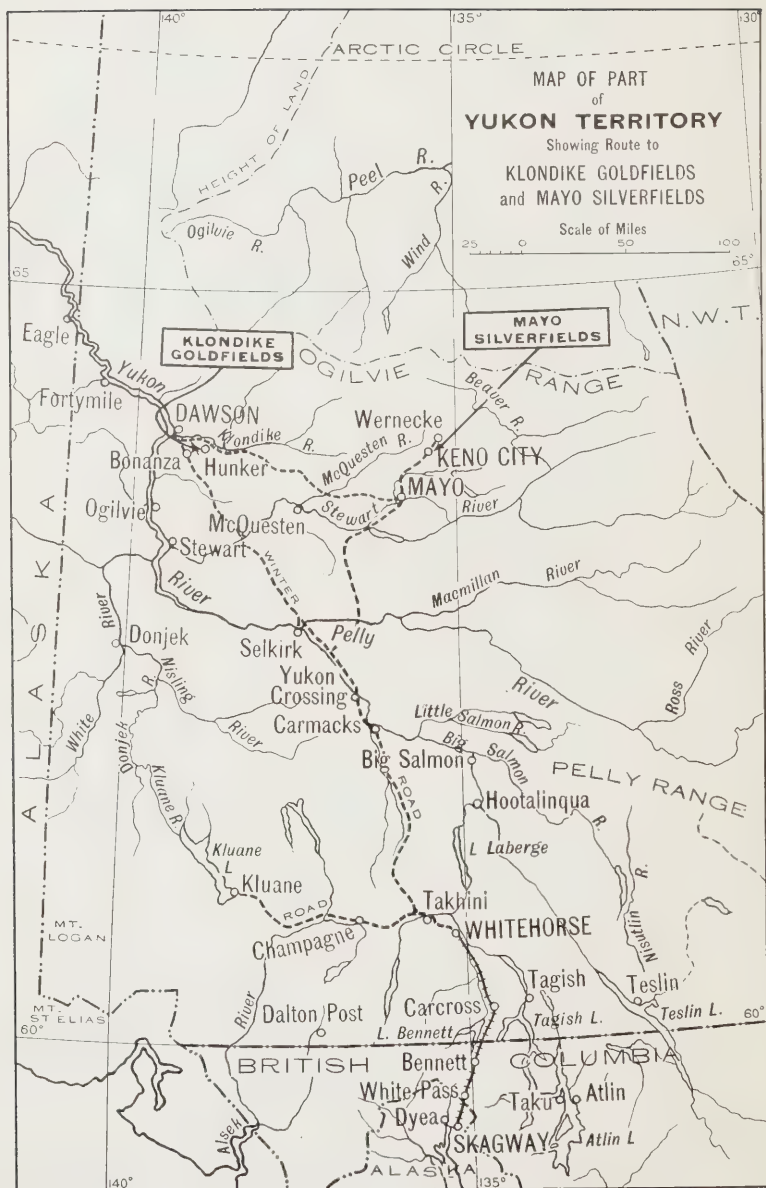
PREFACE

Yukon! There is magic in the word. It conjures up visions of mellow summer days whose long hours of bright sunshine yield briefly to a soft, rosy twilight, when the slowly sinking sun sweeps the northern horizon in a blaze of glory, to slowly rise again and blend evening into morning with no thought of night. It calls forth involuntary shudders with its tales of short winter days and long, cold nights beneath the flaming Northern Lights. It takes the memory back to those thrilling times when the world's most frenzied gold rush carried an army of adventurers into its fabulous Klondike fields. Best of all it represents a very real land, rich in romance but unexcelled in present-day attractions, accessible in comparative ease and enjoyable to the full.

The Yukon is a land of contrasts—of extremes—in climate, in physical characteristics, in animal life and vegetation, and in human interest. It is a land of romance and mystery and charm. To the world it already has given, from its famous Klondike placer fields, over two hundred million dollars in gold. It has given, also, great quantities of fine furs; numerous big game trophies; contributions of silver, copper, and other concrete wealth; the fossilized remains of mastodons and other Pleistocene mammals; and histories and romances that are not measured in terms of commerce. On its visitors it lavishes thrills and pleasures. Better still, for those who seek a brief respite from the cares of the world, it induces a serenity of mind and breathes an atmosphere of relaxation.

To those who would experience the "Spell of the Yukon," Canada extends a welcome.

Chas Stewart
Minister of the Interior.



The Holiday Yukon

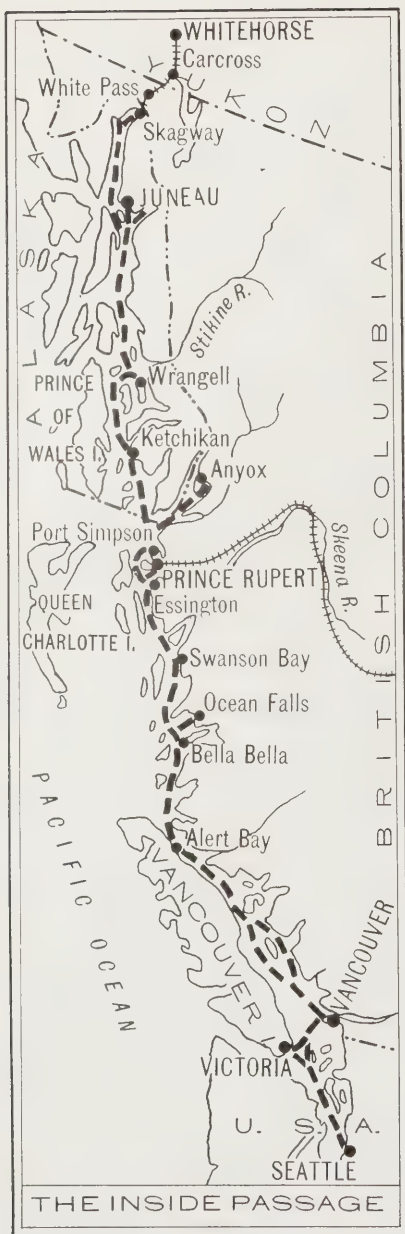
THERE is today but one main direct route to the heart of the Yukon. That is by way of the Pacific coast, the White Pass and Yukon railway, and the Yukon river. Each of these three sections is extraordinarily replete with beauty and grandeur and interest. By commodious ocean steamer, picturesque mountain railway, and powerful river steamboat, the trip that was full of terrors and hardships to the Klondike gold seekers can be made with the same degree of ease and luxury and enjoyment pertaining to the average holiday tour. In no other part of the world can be found, within equal confines of time and distance, a tour of wider and more fascinating interest than that to the Yukon.

The wonderful journey northward is but a fitting introduction to the varied attractions of the interior. To visit the Yukon, however briefly, is a delightful experience. To roam over its hills and valleys, to hunt its big game, to fish in its clear waters, and to invade its historic places is to attain the maximum enjoyment of travel and sport.

THE MATCHLESS PACIFIC COAST ROUTE

The traveller Yukon bound is exceptionally fortunate. Each foot of the way is a delight in itself. In fact, many thousands who cannot spare the time to go all the way make the first part of the Yukon tour for the pleasures it affords in itself as one of the world's most famous salt-water voyages.

For about a thousand miles along the coast of British Columbia and Alaska there is a remarkable steamer route known as the "Inside Passage." A great system of islands, the exposed summits of the Insular Mountain range paralleling the coast, gives shelter from the main ocean. Except for a few comparatively short exposed sections, this "inside passage" is as land-locked as a canal. With snow-capped mountains rising from the water's edge on either hand, with its windings and "narrows" and labyrinths of islands, this ocean lane, marked out by lighthouses and beacons and buoys, might easily be mistaken for a large river. Vancouver island is its main bulwark. More northerly are the Queen Charlotte group of islands; off the Alaskan coast is a veritable interlocking of detached mountains; and reinforcing these, nearly all the way, are hundreds of lesser islands of every description.



In all the world there are but two other such remarkable passages. One is along the Norwegian coast and the other parallels Chili. Seasoned world-travellers have declared that the north Pacific route is the grandest of all.

From its southerly extremity there are three points of departure—Vancouver and Victoria, in British Columbia, and Seattle in the adjoining State of Washington. Far to the north there is one common terminus, Skagway, Alaska. Midway is Prince Rupert, the Pacific terminus of the Grand Trunk Pacific section of the Canadian National Railways.

On this run the Canadian National Railways and the Canadian Pacific Railway operate lines of commodious, luxurious and modern steam-boats that give a frequent and reliable service the year round, with extra sailings during the summer months. The Canadian National boats are the "Prince Rupert" and the "Prince George;" the Canadian Pacific boats are the "Princess Louise," the "Princess Charlotte," and the "Princess Alice." During the



The "Prince Rupert" on the "Inside Passage"

three midsummer months these five steamers make a total of about thirty-seven round trips on this superb inside passage.

In addition to the Canadian steamers, there are a number of American vessels operating on the same route, so that ample accommodation is assured. The run between Vancouver and Skagway is made by the fast Canadian boats in about three days and a half, including a number of short stops at interesting ports of call along the way.

Leaving Vancouver on the north-bound trip, the traveller finds himself threading the cleft between the mountainous regions of the mainland and Vancouver island. Majestic woods clothe the steep banks on either hand for this is the home of the Douglas fir, the Sitka spruce, the Giant cedar, the Western hemlock and other lordly trees that have made the forests of British Columbia famous.

*Giant Forests and
Weird Totem Poles*

About midway along Vancouver island the passage becomes almost blocked by islands, which offer a possible site for the



Totem Poles, Alert Bay

construction of a bridge from the mainland. Tides rush back and forth through contracted channels with great force, but the powerful steamers skilfully navigate their way through one known as Seymour Narrows.

At Alert Bay, on a little island near the north end of Vancouver island, the traveller gets his introduction to "Totem Land," for here may be seen a fairly good array of those weird, fantastic, native Indian carvings that are a distinctive feature of the coasts of Northern British Columbia and Southern Alaska. Huge originals and tiny reproductions add a zest of interest at every port of call from this little village to Skagway.

A short run across Queen Charlotte sound affords a glimpse of the great open Pacific ocean, but shelter is soon regained behind the numerous islands that lie beyond. At Ocean Falls, on one of the many inlets that indent the main coast, is a huge pulp and paper plant. It is off the main route but Bella Bella, Swanson Bay and Essington may be seen. After crossing the mouth of the Skeena river the vessel enters that wonderful harbour of Prince Rupert and halts long enough to permit of a visit ashore.

*Prince
Rupert*

There is much of interest at Prince Rupert and in its near vicinity. Lumbering, mining and fishing are important industries, and the making of this new ocean port in itself is something out of the ordinary. The old Indian village of Metlakatla and historic Port Simpson, a Hudson's Bay Company's post, both lie a few miles north of Prince Rupert.

Continuing northerly, the steamer soon passes the entrance to Portland Canal, an inlet penetrating deep into the heart of the Coast Range of mountains and forming part of the boundary between British Columbia and that southerly coast strip of Alaska popularly known as "The Panhandle." Into one of the branches of this inlet flows Nass river. On others are found the great Anyox copper mines and smelter and the silver mines of Alice Arm. At the head of the main inlet is the Canadian mining town of Stewart, with which is associated the famous "Premier" mine.

As the boat enters Alaskan waters the thought of arriving in the "last American frontier" adds zest to the trip. A short call is usually made at the flourishing town of Ketchikan, where more totem poles and the headquarters of the North Pacific fishing fleet may be seen.

Then comes Wrangell, situated on an island near the mouth of the Stikine river. This is one of the most historic places in Alaska, having formerly been fortified headquarters for the



The "Princess Charlotte" at Taku Glacier

Russians when they held this part of America. It was named in honour of Baron Wrangell, a former governor of Russian America. During the Cassiar gold rush it was headquarters for an army of prospectors and miners who made their way up the Stikine river. It is now a quiet but very interesting place.

Farther north lies Juneau, the capital of Alaska. It occupies a picturesque location on a comparatively narrow strip of land between the shore and great snow-capped, overhanging mountains. The Alaska Territorial Museum is located here, and nearby are the great Treadwell gold mines. Northward from Juneau the steamer route penetrates that remarkable inlet known as Lynn Canal, so named by Captain Vancouver, who explored it in 1792, in honour of his birthplace in England.

Between Wrangell and Skagway there are many huge glaciers whose mountains of ice are slowly but steadily creeping down to the sea. They are perhaps the most wonderful sights of the trip, though so many gorgeous vistas meet the eye that it is difficult to make a choice. From most of the boats the Taku glacier can be seen to good advantage.

At the head of Lynn Canal the towering mountains close in on either hand and the "inside passage" comes to an end. Here the Klondike gold seekers disembarked and faced the terrors and hardships of the unknown. Here grew up the lawless town of Skagway where the notorious "Soapy" Smith and his gang of bandits held sway for a time. The Chilkoot and the White passes were the portals through which those who would penetrate the alluring interior where the rainbow ended had to fight their way and prove their worth. To many they were a Waterloo.

*Skagway and
White Pass*

All this lawlessness and hardship is past history. Skagway is today one of the most picturesque and peaceful little towns that one could wish to see. In the lee of overhanging mountains its flowers bloom with a brilliance and luxuriance that is marvellous. Natives will point out the graves of "Soapy" Smith and Frank Reid, who shot each other down in mortal combat. Instead of the heart-breaking struggle over the mountain barriers, one now steps aboard an observation coach and rides at ease by rail through the famous White pass, over "The Trail of 'Ninety-eight."

THE WHITE PASS AND YUKON RAILWAY

The building of a railway from tidewater at Skagway, up the steep, canyon-like gulch that leads to the White pass, through that mountain pass and on into the Yukon country was



Sawtooth Range, White Pass and Yukon Railway

a bold undertaking. Its completion was a tribute to man's engineering skill and constructive ability. From an elevation of practically sea level at Skagway it rises, in twenty and four-tenths miles, to an elevation of 2,885 feet at White Pass, where the international boundary is again crossed. Clinging to the edge of sheer bluffs, crossing deep, sharp ravines on dizzy bridges, winding through tunnels, and working its way upward, ever upward, this narrow gauge railway is one of the most remarkable on the continent and provides the traveller with a succession of thrills and a constant panorama of most magnificent views.

There are many interesting and historic points along this route. Between Skagway and the summit may be seen Reid's falls, at the foot of which both Reid and "Soapy"

The Trail of '98 Smith are buried; the Denver glacier; Rocky Point, where the railway crosses the old trail of 'ninety-eight; Old White Pass City, once populated by 10,000 gold seekers; and other places too numerous to be mentioned here. At White Pass station the Union Jack and the Stars and Stripes fly side by side. The great mountain barrier has been scaled. The northwest tip of British Columbia and the threshold of the Yukon are at hand.



Lake Bennett, from West Shore

Twelve miles farther north, across a broad plateau, is Log Cabin. Here was located, in the boom days, the headquarters for the North West Mounted Police, the Canadian force that so admirably and adequately upheld law and order in the Yukon during its wild days. Log Cabin was at one time a stirring town, the first established community to be encountered on the Canadian side of the line. The country in its vicinity abounds in big game—moose, caribou, grizzly bear, mountain sheep and goats.

As the train steams north from Log Cabin at an increased speed on a downward grade, the traveller realizes that he is approaching the land of the Klondike. Every mile is full of interest: every little station has a history. Lake Lindeman can be seen from the train about seven miles beyond Log Cabin. It lies to the west of the railway. The head of this lake was the terminus of the old Chilkoot Pass trail which was used by great numbers of early gold seekers before the White Pass trail supplanted it. The great snow slide that buried so many climbers occurred on the Chilkoot Pass trail.

Forty-one miles from Skagway the railway reaches the shores of Lake Bennett, one of the most ravishing mountain lakes in the world. At Bennett station a halt is made for luncheon, which is served in the depot restaurant. In the early days Bennett had

*Beautiful
Lake Bennett*

a population of several thousand people. It was here that many a raft and rough boat was built by the gold seekers and launched on the perilous journey across the lake and down the turbulent waters that flow northward.

For twenty-six miles the railway follows the east shore of Lake Bennett. Mountains of marvellous colouring, with caps of white, rise on every hand to heights of thousands of feet and cast their reflections of purple and old rose and glistening white across the deep blue waters. Seared and jagged pinnacles of rock, on the distant shores, stand out like old Spanish castles, and when the leaves of the trees that clothe the lower slopes are brilliant with their autumn colourings the effect is superb.

Midway along the shore of Lake Bennett the train enters, unheralded, the great Yukon Territory of Klondike fame. At

*The Yukon
and Carcross*

the north end of the lake is the little village of Carcross, formerly known as Cariboo Crossing.

It is located on the narrows between Lake Bennett and Nares lake and was given its original name because of the great number of caribou that used to cross there. Perhaps the most interesting place in Carcross today is the very fine Indian residential school conducted, with government aid, by the Anglican church. There is also a fox farm at Carcross, the first of many fur farms to be found in the Yukon.

Connection may be made at this point, during summer months, with a steamer that operates on Tagish lake and Taku Arm, taking one back southerly and easterly to Atlin, headquarters

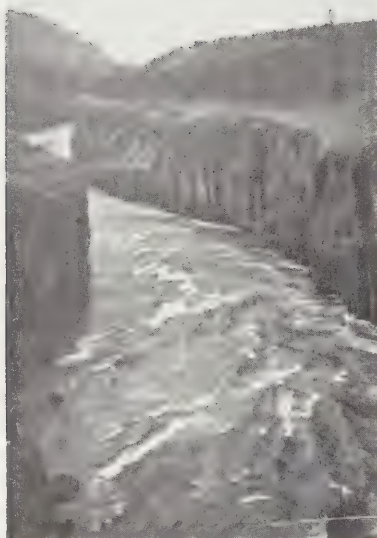


Silver Foxes on Ranch at Carcross

of the gold mining district of Northern British Columbia. Many travellers who cannot spare the time to go farther north take advantage of this shorter and exceedingly interesting and beautiful side trip.

About forty miles beyond Carcross the railway again comes in contact with the old Klondike route, this time

Miles Canyon on the west
and White- bank of
horse Rapids Lewes river
near the



Miles Canyon

head of the dreaded Miles canyon. Here was encountered by those sturdy gold seekers who had survived the hardships of the White Pass trail the most severe test of their nerves. The river closes in abruptly, and races, with terrifying velocity, through a dark, narrow canyon, and then over a series of turbulent rapids. Canyon and rapids together make five miles of rushing, seething, foaming waters that well might cast terror into the hearts of the bravest. Whirlpools and rocks add to the dangers of the otherwise still dangerous passage. From the "white horses" that foam over the rocks at

the foot of the canyon, the rapids were named.

Many lives were lost in shooting these waters in the early days. Then the mounted police took a hand and insisted that all craft carry qualified pilots on this dangerous section. Later, enterprising men built crude tramways to carry boats and freight past these obstacles. One of these tramways was laid along the east bank of the river and at its northerly end, below the foot of the rapids, there grew up the old town of Whitehorse. Another was built on the west bank of the river, terminating at the present town of Whitehorse. The remains of the west-side tram are still to be seen and along its route there is now a



The Town of Whitehorse

picturesque foot-path which is patronized by Yukoners and visitors alike in viewing the treacherous rapids and canyon. Still later a suspension foot-bridge was erected across the canyon and from its centre an impressive view is to be had. An automobile road also has been constructed from Whitehorse to the head of the canyon.

At the foot of Whitehorse rapids, on the left or west bank of Lewes river and one hundred and ten miles from Skagway, the railway comes to an end. Here the visitor

*Picturesque
Whitehorse*

detrains to see the great interior of the Yukon. The most turbulent part of the old-time voyage was but a memory to those who safely reached this goal. Here boats and outfits were overhauled for the more peaceful voyage down-stream, and the transfer from train to river steamer, waiting alongside the station platform, is made by those who are still northward bound.

There is much of interest in this trim little northern town, with its wide streets and well-kept parks and drives. Good hotel accommodation is available and the visitor can spend many days in exploring places of natural beauty and historic

associations. Those who are making their first visit to the North are invariably amazed and delighted at the absence of darkness during the midnight hours. Children play ball on the streets till sheer weariness sends them to bed. Numerous sleigh dogs, enjoying their summer's vacation, wander about at will, ever ready to make friends upon notice.

It was in Whitehorse that Service wrote his "Songs of a Sourdough," and just below the rapids the citizens of this town have dedicated a park and pavilion to him. The present headquarters for Southern Yukon of the Royal Canadian Mounted Police (formerly the North West Mounted Police) are located in Whitehorse and a visit to the barracks is well worth while. Other places of interest are "The Old Log Church," erected in 1900, St. Andrew's United Church, partly built in 1900 and used for a time as a public reading and writing room, the shipyards on the river bank where the remains of many an old boat lie crumbling to pieces, the aviation grounds on a higher level overlooking the town from the west, the cabin of Service's "Sam McGee," and several silver fox farms.

Whitehorse is the outfitting point for big game expeditions to the White River and Kluane Lake districts about one hundred and fifty miles to the west, and the Pelly and Macmillan River districts to the north and east. Within a few miles may be seen a number of copper mines. Good motor roads radiate in three directions, affording a wide range of natural scenery. Beautiful walks lead across the level, sandy plains through the dense, fragrant jack-pine woods and by the rapids and canyon. Excellent fly-fishing is to be had at the foot of the rapids, within a few minutes' walk of the hotels.

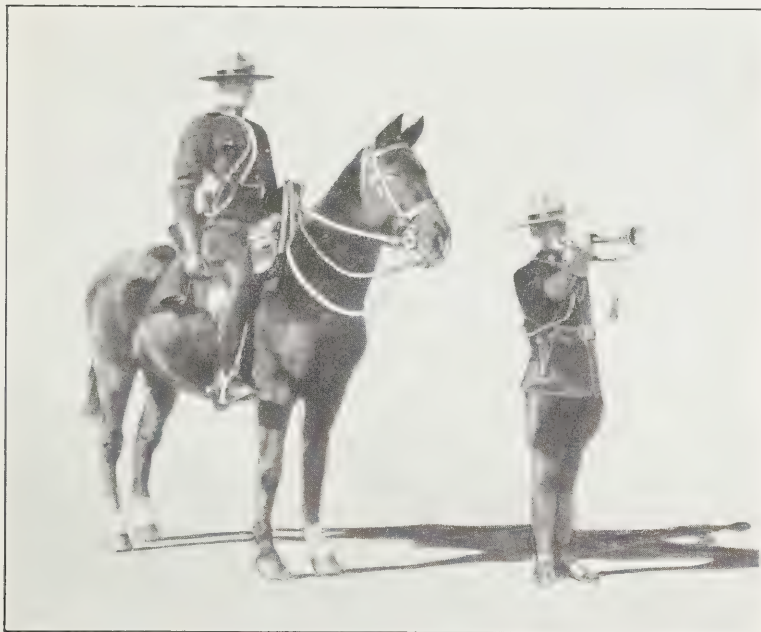
THE YUKON RIVER STEAMBOAT TRIP



Yukon Crocus

Page eighteen

Whitehorse marks the head of nearly 2,000 miles of uninterrupted navigation on the main Yukon thoroughfare. From the foot of the boiling Whitehorse rapids, steamboats can travel, under the guidance of a skilled pilot, northerly and westerly to the Arctic circle and then westerly and southerly to the outlet of this mighty river in far-off Norton sound on Bering sea.



Royal Canadian Mounted Police

Keen anticipation cannot fail to animate the visitor as he boards one of the tidy steamers of The White Pass and Yukon Route for the down-stream run into the romantic North. It may be the "Casca" or the "White-horse." There is little difference. Each is typical of the old Mississippi model—of shallow draft, flat-bottom construction, with a huge paddlewheel in the stern.

*Stern-wheel
Steamboats*

On a boat of this type the lower deck takes the place of the hold of a deep-water vessel. Boilers and piles of cordwood fuel forward; engines aft; cook's galley, deck-hands' quarters and cargoes of freight amidships; all are in orderly array. Passengers find much of interest in visiting this deck, particularly the engine room.

The upper decks are attractive, commodious and conveniently laid out, with comfortable staterooms, spotless dining salon and restful observation room. From this room, or the open decks, a perfect view of the swiftly changing panorama of hills



Steamer with Barge on Yukon River

and valleys on either hand is to be had during any hour of the twenty-four—for there is no darkness during the midsummer months on the Yukon river.

The pleasures of the voyage are enhanced by the unique personnel of the boats' officers. From these veterans of the North the passenger receives, not only all that could be desired in courtesy and service, but a fascinating entertainment as their rich storehouses of Yukon experiences and knowledge are freely and vividly drawn upon in response to his queries.

With a parting blast of its whistle the boat lets loose from its dock, where it faces up-stream to best stem the mighty waters that glide by, and swings cautiously right about. Then, gathering momentum as its powerful wheel adds an urge to the current, it heads gaily for the deep interior and Dawson, the metropolis of the Klondike gold fields, four hundred and sixty miles downstream. A bend in the river soon hides Whitehorse from view and the last stage of the journey is under way. Though boats usually leave Whitehorse about seven o'clock in the evening and require a day and a half to reach Dawson, the many points of interest, visible by day or night, are responsible for almost continually animated decks.

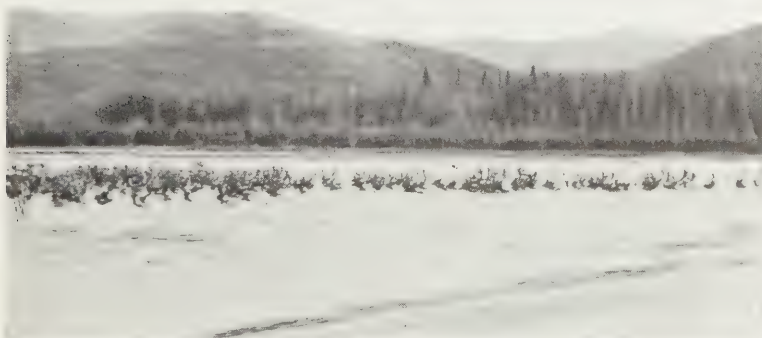
Twenty-five miles of varying river channels bring the boat out on an enlargement known as Lake Laberge. This is the scene of Service's "Cremation of Sam McGee." The tale runs that a traveller, in the depths of winter, attempted to cremate the body of his frozen partner in the boiler of a derelict vessel on the shore of this lake, but, after keeping up a roaring fire for some time and then forcing up enough courage to open the door and peek in, found his erstwhile frozen friend wreathed in smiles and was requested to close the door as the poor fellow declared it was the first time he had been warm since leaving his home in Tennessee.

*Lake Laberge of
Sam McGee Fame*

For about thirty miles below the lake the river is narrow and very crooked and the current is swift. This section is known locally as the Thirtymile river. Its navigation by steamers calls for the exercise of great skill and quick, correct judgment and action on the part of pilot and engineer. To those interested in the art of river steamboating there can be witnessed on this section as clever an exhibition as could be desired.

*The Thirty-
Mile River*

Below the Thirtymile, at Hootalinqua, the Teslin enters on the right. This river drains Teslin lake and forms part of the route followed by those Klondike gold seekers who went inland from Wrangell by way of Stikine river. Below it another large tributary, Big Salmon river, enters, and thirty-five miles farther down Little Salmon river adds its flow. At the mouth of this river there was located, in the early days, one of the largest Indian camps in the Yukon. A trading post and a church were built there but the native population is much less now than formerly.



Caribou swimming Yukon River near Selkirk



Scene on Primrose River

At Carmacks, a little settlement on the left bank of the river, the overland trail from Whitehorse winds down to the water's edge. The Nordenskiöld, quite a large tributary stream, enters from the south here and one cannot fail to notice how the main river has increased in volume as each successive lateral contributes its flow. About a mile above Carmacks is the Tantallus Butte coal mine, where for many years a good grade of bituminous coal has been mined.

About two hundred and twenty-five miles below Whitehorse, or nearly half way to Dawson, the most exciting part of the route is encountered when the steamer shoots the famous Five Finger rapids. These rapids are so named because of a row of four huge conglomerate boulders or small islands that split the swift current into five channels or "fingers." Only one of these, that to the extreme right going down-stream, is navigable for steamers. Sheer walls of rock rise perpendicularly from the water's edge far above the upper decks, and to the uninitiated a crash seems inevitable as the boat races through its narrow passage. A few seconds only and quiet water is reached again.

About a half-hour's run below these rapids are the Rink rapids. At Yukon Crossing the overland winter trail, which follows the left bank from Carmacks, crosses over to the opposite bank and for about forty-five miles runs along the flats by the water's edge or winds its way high up on the precipitous hillsides where the river cuts into its banks and leaves no room for

*Shooting Five
Finger Rapids*

a roadway on its own level. Minto, a roadhouse station twenty miles below the Crossing, is pointed out as the scene of one of the Yukon's few murders.



Yukon Cubs

A few miles below Minto is "Hell's Gate," a section of river so named because of former "bad water." Improvements to navigation made by the government have robbed this section of most of its terrors.

Two hundred and eighty-two miles below Whitehorse the Lewes river is joined by the Pelly, another large river

*Selkirk and
Pelly River*

that rises in the Rocky Mountain range far to the east and the south. The majestic waterway resulting from the union of these two great rivers is officially known as the Yukon, though the Lewes is commonly considered a part of the main stream and the Pelly a tributary. From this junction northward the Yukon becomes decidedly broader and more impressive in its greatness. Instead of the short, sharp bends and narrow passages that are features of its upper reaches, there are long, gently curving sweeps, with many islands and frequent areas of broad

valley lands and benches or terraces that rise, step after step, with steep open slopes, to form long ranges of hills or low mountains on either side.

Here, opposite the mouth of the Pelly, down which Robert Campbell floated in 1842 after having ascended the Liard and crossed the mountains on an exploring tour for the Hudson's Bay Company, is the site of the post he founded, Fort Selkirk. Campbell named the Pelly in honour of the governor of his company, the Lewes for its chief factor, but the Yukon retained

THE BIG SLIDE

THE DOME



a modified form of its Indian name, signifying fittingly the "Big River." Hostile Indians destroyed Campbell's post and it was not rebuilt, but there is today a little settlement in the vicinity and the name Selkirk clings to it.

On the high banks of the Pelly is the crater of an extinct volcano and outcrops of volcanic ash are to be seen all along the cutbanks of the valley. On an extensive "flat" or level piece of land near the mouth of this river there is one of the largest and best farms in the Yukon where crops of cereals, hay and vegetables, are regularly produced. Immediately below the mouth of the Pelly the Upper Ramparts of the Yukon come in sight. For about ten miles there is a very steep and high bank that affords a most impressive view.

From Selkirk to Dawson is one hundred and seventy-eight miles. The run down-stream is made in fast time as the steamer gracefully sweeps round one huge bend after another, each opening up a panorama of new interest. Large and small tributary rivers, entering through deep valleys on either side, swell further the mighty waters of the mother river. On the left the White enters, flowing from the mountains along the international boundary to the southwest; then comes the Stewart, on the right, and with it come tales of mining and minerals. In the early days its bars were worked for placer gold and its upper tributaries still yield this precious metal; but it is of silver that the Stewart now boasts for down its waters are floated the silver wealth of the Mayo and Keno districts.

At certain times of the year great herds of caribou cross the Yukon river in this vicinity. Sometimes the steamer surprises them in the water. More frequently they may be seen feeding along the banks. Moose are seen occasionally from the steamer's decks, and on the open hillsides black bears, loitering along in search of berries or other food, are no uncommon sight. There is not a moment's inertia on this wonderful Yukon trip. Every mile has its own sights; every sight its own story.

The Sixtymile river is soon passed on the left. Opposite it may be seen the old trading post and telegraph office of Ogilvie; then comes Indian river entering on the right and then Swede creek on the left. On a little piece of land at the mouth of this creek there is an agricultural experimental sub-station and it is a fact that wheat has been grown to full maturity there.



Service's Cabin, Dawson

But the traveller will be too full of other thoughts to pay attention to a little farm, no matter how northerly its location, for from about this point may be discerned the great white scar in the high bank ahead, beneath which the goal of his journey, the Dawson City of Klondike fame, peacefully lies. As the boat shrieks its warning of approach and the crew tumble out to make ready for landing, passengers rush in excitement to the upper decks to catch their first glimpse of the fabulous river that set the world wild with its treasures.

An innocent-looking stream the Klondike is, winding down through a pleasant valley, now torn and upheaved by huge dredges. A fleeting glimpse of an opening on its southerly bank, where its famous tributary, Bonanza creek, flows in, may be had by those who know where to look; but in a moment the boat has swept past, under the massive, steep banks on the west side of the Yukon, and, swinging around with its prow up-stream, is puffing and panting into its dock.

Dawson and the Klondike have been reached! The journey that took months, or years in some cases, of toil and hardship to accomplish by the gold seekers, has been made from Vancouver in a week—a week of wonderful enjoyment, of unsurpassed sightseeing. And the best is yet to come!



Hydraulic Mining, near Dawson

THE KLONDIKE GOLD FIELDS

Steamboats on the Whitehorse-Dawson run usually remain at their dock in Dawson for twenty-four hours. Passengers making the round trip by the same boat have, therefore, just this length of time for sightseeing in Dawson and the Klondike gold fields.

It is a woefully short space of time in which to crowd so many visits, for there are certain places of unusual interest that simply must be seen. Weeks, and even months, could be spent with pleasure in re-exploring the many places of natural or historic interest in which this district abounds. If at all possible the visitor should remain over for the next boat at least. There is ample hotel accommodation in Dawson, European plan, and restaurants that provide excellent menus in spite of their northern location. Though unpretentious in outward appearance, Dawson's hotels and eating places are noted for their high standard of service.

The Dawson of today is a charming little town of less than 1,000 population. True it lives in its past rather than for the future, but for this reason it has a romantic interest that never fails to grip. It faces the great Yukon river and the west. On its south, at its very doors, is the mouth of the Klondike. In a big quarter-

*The Dawson
of Today*



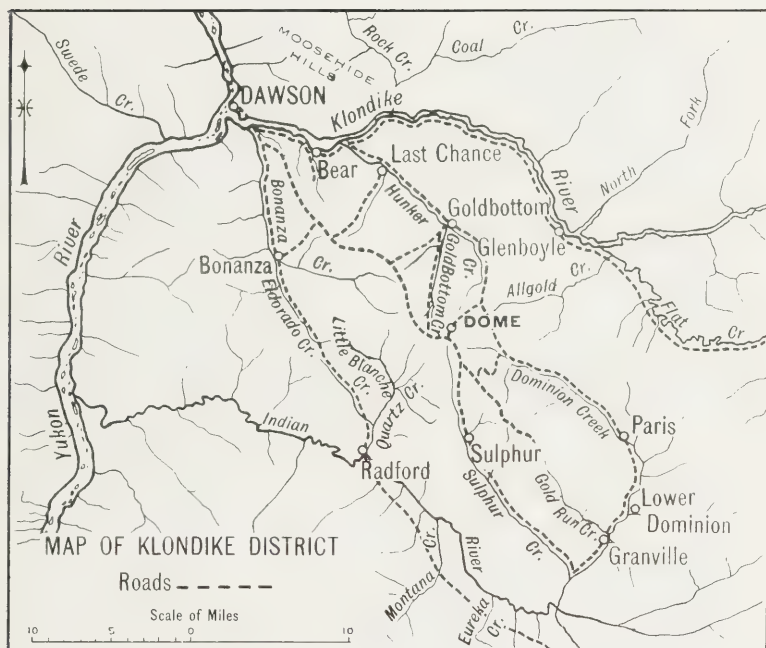
Dredging for Gold in the Klondike Valley

circle high hills close it in behind and to the north. From the foot of these hills its wide streets slope down to the steamboat landings, and at right angles to the Klondike.

On the summit of its encircling hills, 1,500 feet above the river's level, is the "Dome," a little, bare, rounded knoll from which the sun is visible during midsummer for nearly the full twenty-four hour period and where excellent snapshots may be taken at midnight. A good foot-path and a new motor road lead up to it and in the centre is a tall flagpole from which the Union Jack flies during the summer. Seats and a visitors' book are provided.

The hillside is further marked by the "big slide," already mentioned; an old flume built for carrying water for mining purposes; a foot-path winding around the northern bluff above the Yukon river to the little Indian village of Moosehide, two miles below; and a few little cabins that remind one of the storied town of Atri. At the head of one street, where its steepening grade gives up in favour of the hillside, is a little log cabin in which the poet Service lived during his stay in Dawson. The door is ajar and a visitors' book is within.

Down in the town and on the waterfront there is always something of interest. Boats from the "lower river," the interior of Alaska, or from the silver camps on the Stewart river, may be in port. The ferry, with its overhead cable, to West Dawson; rafts of logs and small boats that have been floated down-stream;



visiting Indians; a medley of dogs everywhere and other signs of activity are ever in view. The shops on the business streets never fail to attract, especially those with displays of art in Yukon mastodon ivory and Klondike gold, or with curios and local views.

The Administration building, headquarters of the Federal Government officials who have local charge of Yukon affairs, and its pretty adjacent park, are very attractive. The Royal Canadian Mounted Police barracks, headquarters for the force in the Yukon, should be visited. The Public School in the centre of the town, and St. Mary's Hospital below the "big slide," are very creditable structures.

There are well-stocked wholesale and retail establishments that carry a surprisingly wide line of merchandise, always of the highest quality. The Dawson homes are wonderfully cosy and attractive. Some of the smaller cabins are almost buried in flowers, which thrive with a vigour and bloom with a brilliance that is surprising. Luxuriant lawns, gorgeous flower-beds and fruitful vegetable gardens tell the story of a real summer in this northland.

After all, Dawson was but the business centre of the camp. Visitors will prefer to see and to walk over the very ground where the miners delved for the precious gold.

*A Visit to
"The Creeks"*

By motor car many of the famous "creeks" can be visited in a few hours, for the heart of the Klondike gold fields is encompassed within a radius of a few miles throughout which there is now a network of excellent

roads. Even a walk of an hour or so takes one over great piles of Klondike "tailings"—gravel and stones and pieces of rock that have been torn up by huge dredges and scoured of all clinging soil in the search for hidden gold—and well into the mouth of the Bonanza valley.

It was on Bonanza creek, on the 17th of August, 1896, that a discovery of placer gold in such startling quanti-

ties as to
Bonanza and give rise
"Discovery Day" to the

greatest mining rush of all times, was made. True, gold had been found and mined for many years prior to this date at various places throughout the Yukon, particularly on the Fortymile river below Dawson; but this was the great discovery. The ranks of the two or three hundred pioneers who had drifted desultorily into these northern fastnesses were



Dawson's Remembrance

swelled in a couple of years to twenty-five or thirty thousand. "Discovery Day" is still remembered by annual celebrations in Dawson and elsewhere throughout the Yukon.

The original miners delved for gold with picks and shovels and washed out their "pay dirt" in rockers or sluices. They thawed the frozen ground by wood fires and hoisted the gravel from the bottom of shafts to the surface by hand-operated windlasses. As the scope of operations increased, scientific and large scale



Steamer with Barge of Silver Ore from Mayo

methods of mining were introduced. Thousands of tons of machinery were hauled into the country. Dams, ditches and flumes were constructed to provide water for hydraulicking operations, one such system being sixty miles in length. Hydro-electric power houses and transmission lines were erected to drive great dredges capable of mining more ground in a day than a dozen men could in a year.

As things are today the reign of the individual miner is almost a thing of the past in the Yukon. The very creeks from which he extracted such fabulous wealth have been, or are in process of being, torn up and re-mined by more powerful methods that make possible a profit in recovering what he passed by. Yet, here and there may be seen a few of the old guard, patiently salvaging the remnants of old claims or hopefully prospecting new creeks that possibly may hide greater stores of the alluring metal.

Dredging operations may be witnessed by a visit to Bear creek, about eight miles up the Klondike valley. There, in the "gold room" of the little office one may see the pans of "dust" and nuggets as they come from the "cleanup" on the dredge, and the "bricks" into which they are moulded for shipment "outside." Near the mouth of Bonanza valley extensive hydraulic mining operations may be seen also. To see more historic ground, however, one should not fail to take the trip to

*Klondike from
Midnight Dome*



Treadwell Yukon Camp at Wernecke

Midnight Dome, or King Solomon's Dome, as some call it. It may be reached by automobile very conveniently and is about twenty miles from Dawson.

Here, on a dome-shaped prominence, 4,220 feet above sea level, one has a panoramic view of the whole Klondike area. Creeks radiate from this dome like spokes from the hub of a wheel. One can almost toss a stone into the heads of several. Theories were advanced that the creeks received their gold from a "mother lode" in the Dome, but all attempts to locate such a source proved futile. To the west is the Yukon river, running northerly. To the north is the Klondike, and to the south the Indian, both flowing westerly to join it. To the east is Flat creek, flowing into the Klondike, and Dominion creek flowing into the Indian.

Within this comparatively small area was enacted one of the greatest mining dramas in history. As the famous streams are pointed out what tales their familiar names recall! Note the array—Klondike, Bonanza, Eldorado, Hunker, Last Chance, Goldbottom, Allgold, Dominion, Gold-run, Sulphur, Eureka, Montana, Little Blanche, Quartz, Indian, and others. This display, with its romance and glamour, is a fitting climax to the fascinating journey.

MAYO AND KENO SILVER FIELDS

Rivalling the Klondike gold fields in riches are the new silver-lead fields of the Upper Stewart River country. A visit to them proves a most enjoyable side trip and an antidote for any lingering sighs over the departing glory of Klondike creeks. It snaps

thoughts from past to future; from tales of primitive struggles to demonstrations of modern efficiency in mining development. Ten-ton caterpillar tractors haul great train loads of freight over the hills; aeroplanes carry officials back and forth and speed up delivery of mail and express. A radio-telegraph station provides means of keeping in touch with the outside world; and the anticipation of coming greatness permeates the air.



Porcupine River Natives

The journey up the Stewart river to Mayo by steamboat is exceptionally fine. Mayo is the administrative and commercial headquarters of the district and from it there are good automobile roads to Keno City and Wernecke, the principal silver camps, and to other silver and gold mining sections.

The Upper Stewart country is very attractive from a scenic standpoint and is a good game district as well. Its lakes and rivers are particularly beautiful and afford excellent fly-fishing. Mayo lake, at an altitude of over 2,000 feet above sea level, is surrounded by mountains whose peaks rise over 4,000 feet above its shores, casting brilliant reflections on its cold, clear waters and creating beautiful scenic effects.

WIDE RANGE OF SIDE TRIPS

Space will not permit mention of half the attractions the Yukon offers. Each part of the territory has its own appeal. Delightful camping trips by canoe or pack-horse can be arranged. The Yukon is an easy country through which to travel. With its great open spaces, its glammers and romances, and its marvellous summers, it is fast becoming a holiday land for those who seek something out of the ordinary.



A Southern Yukon Scene

From Whitehorse there is one side trip that can be especially recommended. That is a journey of one hundred and fifty miles or so westward to beautiful Kluane lake.

*Beautiful
Kluane Lake*

Automobiles or stages cover the distance in good time and there is ample accommodation. For varying scenery this trail is superb. Immediately west of the lake is a wonderful big game country.

If from Fort Yukon, which is reached by a "lower river" steamboat from Dawson, a launch be taken up the Porcupine

*Porcupine, North
of the Circle*

river to Rampart, the traveller will find a wonderful field in a part of the Yukon well within the Arctic zone. The Upper Porcupine and its principal tributary, the Bell, are rivers of unusual interest. A few travellers who do not mind "roughing it" make the trip down the Mackenzie river east of the mountains and cross over by the old Hudson's Bay Company's route to these waters. This was the "back-door route" to the Klondike.

For those who would see the interior of Alaska before leaving for their far-away homes, there is a boat operating on the run

*Lower River
and Alaska*

down-stream from Dawson to connect with the northerly terminus of The Alaska Railroad. Instead of ascending the Yukon river, travellers leaving by this route descend it still farther, crossing the inter-

national boundary again below Fortymile, touching the Arctic circle at Fort Yukon, Alaska, and leaving the mighty river of the north finally to ascend its tributary, the Tanana, and make connection with rail at Nenana. From that point the Pacific coast is reached at Seward.



Moose on River Bank

American visitors, particularly, appreciate this opportunity to see more of Alaska for the only part of that territory crossed on the northward trip, as outlined, is the narrow southerly coast strip or "panhandle." Some travelers prefer to reverse the direction of these alternative routes, but those who know their North do not fail to tarry as long as possible in the depths of the far-famed Yukon.

BIG GAME HUNTING EXPEDITIONS

There are few places in the world where a wider range of big game animals abound in such prolific numbers within the compass of relatively small areas than in parts of the Yukon. Whitehorse is known to sportsmen the world over as the outfitting point for expeditions to big game haunts. Long practice has made perfect the arrangements that can be made at

this town if ample notice be given. Guides, pack-horses, camp equipment, provisions and necessary field supplies await the seeker of noble trophies. He has but to step off the train with his favourite rifle and place himself in the competent hands of trustworthy parties to be assured of right royal sport.



Flock of Ptarmigan on Yukon Hills

In this territory are found the famous giant moose of the Yukon; Osborn and Barren-ground caribou; white sheep of the Yukon; goats; and black, brown and grizzly bears. The White River country, west of Kluane lake and the Upper Pelly and Macmillan country are considered the best fields, though big game is found in all parts. Many hunters of international fame have secured highly prized trophies in the Yukon.

*Prized Trophies
From Its Fields*



"Wild" Geese in Dawson enjoying the freedom and safety of the Commissioner's yard

Some Yukon Facts

GENERAL DESCRIPTION

The Yukon Territory has an area of 207,076 square miles—206,427 of land and 649 covered by water. It is bounded on the south by British Columbia and Alaska; on the west by Alaska (Long. 141° W.); on the north by the Arctic ocean; and on the east by the North West Territories of Canada.

*Area and
Population*

The aborigines of the mainland were Indians of which there were three distinct tribes, located in the north, the centre and the south. Along the Arctic coast and particularly on Herschel island, which forms part of the Yukon, wandering bands of Eskimos frequently visit.

During the Klondike boom days the white population of the Yukon was believed to have reached 30,000 or higher. The total present population is estimated to be less than 5,000.



Miner's Home on Sixtymile River



The Whitehorse-Dawson Stage

The Yukon is a country of large scale physical features. Its mountains and rivers are particularly impressive. In the St. Elias range to the southwest there are twenty peaks ranging from over 11,000 to nearly 20,000 feet in elevation. One of these, Mount Logan, 19,850 feet, is the highest mountain peak in Canada. It was scaled in 1925.

*Physical
Features*

The main Rocky Mountain range occupies nearly all of the southeast part of the territory and several peaks there reach elevations of nearly 9,000 feet. Offshoots of this range, known under several names, spread far northwesterly, and in them many of the tributary rivers of the Yukon—the Pelly, the Stewart, the Klondike and others—have their sources. North of the Arctic circle, between the Porcupine river and the sea, are the Richardson mountains.

Some idea of the magnitude of the Yukon's rivers may be had from the knowledge that the Pelly, for instance, a tributary of the Yukon lying wholly within the territory, is 330 miles in length and drains an area of 21,300 square miles. It, in turn, has a tributary, the Macmillan, 200 miles in length. Kluane lake, the largest lake wholly within the territory, is 184 square miles in extent.



Yukon Furs Ready for Shipment

The climate of the Yukon is of moderate extremes. The winters are long and cold but dry and comparatively free of winds; the average day is quite pleasant. Children rarely fail to play out of doors. The summers are delightfully bright and warm.

*Climate and
Precipitation*

The Yukon has a very moderate precipitation, the average being about 12.8 inches per year. Snow seldom exceeds $2\frac{1}{2}$ feet on the level. The dryness of the summers, together with the continuous light, makes a most enjoyable season, while at all times of the year the climate is exceptionally healthful.

In 1824, Great Britain and Russia signed a treaty by which they agreed on a division of the northwestern part of America (now Yukon and Alaska) into which their respective explorers and fur traders were finding their way. In 1867 the United States purchased Alaska from Russia, and in 1870 Great Britain transferred her possessions to Canada.

*History and
Administration*

The Hudson's Bay Company penetrated the Yukon from its Mackenzie river chain of posts by two routes—one from Simpson by way of the Liard and Pelly rivers, the other from McPherson by way of the Bell and Porcupine rivers. American commercial concerns entered from the mouth of the Yukon river and a few prospectors early found their way over the Chilkoot pass.

In 1895 the Canadian government inaugurated administration on the ground by sending a detachment of North West Mounted Police into the Fortymile district. A Gold Commissioner was appointed in 1897, and administrative headquarters were established in the new town of Dawson, named

in honour of the late Dr. Geo. M. Dawson, then Director of the Geological Survey of Canada. In 1898 the Yukon was created a separate territory. A chief executive officer, styled Commissioner, and a Legislative Council were appointed. In 1902 the territory was given the right to elect a member to the House of Commons and the Council later was made fully elective. The duties of Commissioner have since been transferred to the Gold Commissioner. The Commissioner in Council has jurisdiction over purely local affairs.

Government headquarters for the Yukon are centered in the Administration building, Dawson. Federal Mining Recording Officers and Territorial Agents are stationed at Dawson, Whitehorse and Mayo.

NATURAL RESOURCES

Gold made the Yukon famous, but the mineral resources of the territory are by no means limited to that precious metal.

*Minerals
and Mining* Silver, copper, lead, antimony, tungsten, iron and tin have been discovered in greater or less quantities, besides coal and numerous other non-metallic substances.



Caribou on Open Plateau

Up to the end of the year 1928 the value of metals produced in the Yukon was approximately \$212,000,000, made up as follows:—Gold, \$200,000,000; silver, \$8,000,000; copper, \$2,000,000; and lead, \$2,000,000. Several thousand tons of coal also have been mined for domestic purposes.

The valleys, hillsides and lower plateaus of the Yukon carry a good forest growth consisting principally of white spruce, balsam fir, jack-pine, cottonwood, poplar and birch. Spruce trees up to eighteen inches in diameter have been logged in the Klondike valley and sawn into lumber at Dawson. Great quantities of wood are used as fuel for domestic, mining and steamboating purposes. Wild fruits and flowers are very abundant.

The water-powers of the territory are a potential resource of great possibilities. Hydro-electric power has been developed to meet the requirements of the mining industry.

Wheat, oats and barley are grown in several localities as far north as Dawson, and hay and vegetables in many of its valleys. The soil of much of the valley land is very fertile and growth of vegetation is rapid. There are a few small dairy farms, and hogs and poultry are raised successfully.

It is in small gardens that the Yukon excels. Potatoes, carrots, beets, turnips, parsnips, cauliflower, cabbage, celery, and many other garden products are raised in abundance. Strawberries and the small bush berries yield exceedingly well.

The Yukon is a land of flowers. They grow wild everywhere and in great profusion. Cultivated, they give a most pleasing response.



A Dawson Bungalow



The Administration Building, Dawson

The Yukon is a good fur-bearing country and has been a favourite trapping and trading region for over a hundred years.

The native fur-bearing animals are:— weasel, muskrat, lynx, wolverine, bear, otter, marten, mink, red fox, white fox, cross fox, silver fox, wolf, coyote and beaver. The Yukon silver fox is a particularly high-grade specimen and commercial fox farms based on native stock have been established successfully in several localities.

Nearly all the waters of the territory are well stocked with fish. The Arctic grayling and Dolly Varden trout are found in the streams; lake trout up to sixty pounds, and whitefish up to forty pounds, in the lakes; and grayling, whitefish, King salmon, pike, suckers, Ling cod, and inconnu in the larger rivers. At Tagish and Carcross, a species of fresh-water herring is found.

The big game animals of the territory are:—the moose; caribou (Barren-ground and Osborn); black, brown and grizzly bears; sheep and goats.

Game birds include spruce grouse, willow grouse, blue grouse and ptarmigan—all permanent residents; many migratory birds, including the Canada goose; and several species of duck and snipe. Summer non-game visitors include many species of favourite song-birds.

PRESENT STATE OF DEVELOPMENT

Most of Yukon's present population is found in three principal areas—the Northern or Dawson district, the Southern or Whitehorse district, and the Upper Stewart River or Mayo district. Dawson is especially well supplied with business houses catering to every requirement. Whitehorse is, for all practical purposes, equally fortunate, and Mayo is now adding to the complement of establishments that its expanding mining industry makes necessary.

Dawson has two banks and a weekly newspaper, aviation grounds, base-ball park, curling and skating rinks, public library, and a number of fraternal halls.

Whitehorse has aviation grounds, a bank and a weekly paper as well as several other modern institutions.

Mayo has aviation grounds, for the plane plays an important part in overcoming the handicap of great distances in these northern mining fields. There is also a landing field at Keno City.



Yukon Playmates

The White Pass and Yukon railway, 110.7 miles in length, provides a daily service between Skagway, northern terminus of the "inside passage," and Whitehorse, head of navigation on the Yukon river. During the summer months The White Pass and Yukon Route operates also steamboats between Whitehorse and Dawson, between Dawson and lower river points, making connection with The Alaska Railroad on the Tanana river, and on Stewart river, giving a service to Mayo and the silver camps of that district. Other small steamboats and gasoline launches make special trips as required.

There are many miles of good automobile roads in each of the three principal districts. From Dawson, practically the whole of the Klondike gold fields may be reached by car; from

Mayo, the silver fields about Keno City and Wernecke; and from Whitehorse, the adjacent copper mining areas, Carmacks, and Kluane lake.

Winter stage roads connect Whitehorse, Mayo and Dawson. Tractors, caterpillars and horse-drawn stages are operated on these roads during the closed season of navigation. Dog sleighs are still used for lighter, individual winter traffic. Aeroplanes are coming into general commercial use.



"Rocking" Gold in Early Days

A good mail and express service is maintained between all principal points. The carrying of mail by aeroplane has been inaugurated successfully.

Telegraph and radio-telegraph services are maintained by the government. The old land wire runs from Hazelton in British Columbia, to Dawson. New radio-telegraph stations at Dawson and Mayo connect with Edmonton, Alberta, by way of intermediate stations at Simpson and Fort Smith in the Mackenzie district.

Education is provided for children by public and high schools in Dawson and Whitehorse, leading up to matriculation; a public school in Mayo; and other schools in Carcross, Carmacks, Keno City and Dawson. There are hospitals at Dawson, Whitehorse and Mayo, and Territorial Medical Health Officers for the northern and southern parts of the territory respectively.

*Public
Welfare*

Churches are located in all the principal centres.

The Yukon is by no means a worked-out mining camp though at present there is a lull compared with the Klondike boom days. The territory has vast and varied resources, as yet scarcely touched, a delightful climate and great possibilities. Its development will be along permanent lines.

*Future
Outlook*

THE YUKON AND AVIATION

The remarkable development of long distance commercial flying suggests that the Yukon may witness even more drastic advancement in its transportation facilities than anything yet experienced. Such considerations as time and distance, that formerly isolated outlying parts of the country, are being swept aside by the performance of modern aeroplanes. As an illustration of what commercial aviation may mean to the Yukon the following significant incidents are related:—

During the summer of 1920 the writer, in the course of his season's field work, descended the Mackenzie river and then crossed by the old "back-door route" to the Yukon. The journey from the Mackenzie delta to Fort Yukon, Alaska, was made by canoe in twenty days, which was considered good time. It involved the strenuous ascent of Rat river, the traverse of McDougal pass and the descent of the Little Bell, Bell and Porcupine rivers. At Fort Yukon, four days were spent waiting for a steamboat, and the ascent of the Yukon river to Dawson



Plane flown from Aklavik to Dawson, 1929

occupied another four days, so that the time taken to make the whole trip was twenty-eight days or four weeks. This was then considered very satisfactory.

During the summer of 1929 the Director of the North West Territories and Yukon Branch of the Department of the Interior, on an official tour of Mackenzie District and the Yukon Territory, had occasion to follow the same route. The journey from the Mackenzie delta to Dawson was made by aeroplane in a single flight of six and a half hours. Fort Yukon was reached in three and three quarters hours, the route on which twenty days of hard travelling had been spent in 1920 being followed in all its windings. The total time of six and a half hours as compared with four weeks suggests the possibilities of rapid transit to and from the Yukon.

This flight was of special interest also in that it blazed the way for direct aerial communication between Canada's northern areas—the North West Territories and the Yukon Territory. On it the Director was accompanied by two associates as well as by the pilot and the mechanic of the plane.

An inspection of the Mayo silver fields was next in order. The journey from Dawson to Mayo by steamboat takes at least three days, and many a Yukon "sourdough" has spent five long, hard days in following the overland trail between these points. In a plane belonging to the Manager of the Treadwell Yukon Company, and accompanied by him, the Director made this trip in an hour and a quarter. A few days later the plane was placed at his disposal for a direct flight to a point on the White Pass and Yukon Route and the long journey from Mayo lake to Carcross was made in two and three quarters hours. The significance of this flight will be appreciated best by those who spent weeks, or even months, in attaining the same objective.

Aviation is making possible the development of new mining fields in Canada's heretofore practically inaccessible north lands. It is not unreasonable to expect, especially in the light of such feats as those mentioned above, that it may be responsible for a revival of the mining industry in the Yukon. At any rate it cannot fail to facilitate the more intensive general development of the country.

SOURCES OF INFORMATION

Persons desiring further information respecting the Yukon in general or any particular phase of it, will find it to their advantage to get in touch with some of the following sources:—

For general information—The Director, North West Territories and Yukon Branch, Department of the Interior, Ottawa.

*Government
Offices* For economic geological information concerning particular areas—The Director, Geological Survey of Canada, Department of Mines, Ottawa. For local and general mining information—The Gold Commissioner, Dawson, Y.T.

For Game Regulations—The Gold Commissioner, Dawson, Y.T., The Territorial Agent, Whitehorse, Y.T., or The Director, North West Territories and Yukon Branch, Department of the Interior, Ottawa.

For information respecting licensed guides and big game hunting arrangements—The Territorial Agent, Whitehorse, Y.T. For particulars of the coastal trip—*Transportation
Companies* Vancouver, Victoria, Seattle or Prince Rupert, to Skagway—any agent of the Canadian National Railways or the Canadian Pacific Railway.

For particulars of rates and time-tables on the White Pass and Yukon railway or on the Yukon and Stewart River steamboats, or respecting the Atlin trip—The White Pass and Yukon Route, 2049 Straus Building, Chicago, Ill., or 508 Alaska Building, Seattle, Wash., or Merchants Exchange Building, Vancouver, B.C., or Skagway, Alaska.

There are several books of prose and verse, both descriptive and fiction, pertaining to the North, that would doubtless be read by the prospective visitor to the Yukon with considerable interest and pleasure. The following are particularly suggested:—"Songs of a Sourdough" (short poems), "Ballads of a Cheechako" (short poems), "Trail of '98" (novel), all by Robert W. Service; and "Early Days in the Yukon" (historical and descriptive), by Wm. Ogilvie (first Commissioner of the Yukon Territory). Among other authors who have published works relating to the Yukon or with the Klondike gold rush as a background, are Rex Beach, Jack London, Chas. Sheldon, J. B. Tyrrell, W. S. Dill, Elihu Stewart, W. A. Auer, A. H. Murray, H. A. Cody, Agnes Burr, Elizabeth Robins, Tappan Adney and Hon. Stratford Tollemache.



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